§ 23,369
ARL AMENDMENTS

U.S. Department
of Transportation

**Federal Aviation
Administration**

Small Airplane Directorate
601 E. 12th Street
Kansas City, Missouri 64106

January 8, 1997

Ing. Jan Toman
Director of Airworthiness Division
Civil Aviation Inspectorate
Airport Ruzyne
160 08 Praha 6
Czech Republic

Dear Mr. Toman:

Your letter to Mr. Nakagawa in our Brussels Office, dated January 6, 1997, was forwarded to our office. You asked for an explanation of § 23.369, Rear lift truss.

This rule has been in existence since Civil Air Regulation 03, Amendment 0, effective November 13, 1945. This rule covers a condition of reverse airflow down load on a strut braced wing, on a tail wheel type airplane, as a design condition for compression in the rear strut. The reverse airflow is due to a tail wind or gust, when the airplane is tied down. The velocity specified by the equation is the same as obtained from the equation in § 23.415(a)(2), Ground gust conditions. We should also mention that Amendment 23-48, effective March 11, 1996, clarified that the wing loading (W/S) to be used in the equation, is the wing loading at design maximum takeoff weight.

Thank you for asking the FAA for clarification of this airworthiness standard. If you need further discussion of this rule, please contact Ed Gabriel, an Aerospace Engineer on my staff. His telephone number is: 816- 426-6941 (FAX: 816-426-2169).

Sincerely,

Marvin R. Nuss
Manager, Regulations and Policy Branch